

66614

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
into the rates, rules, regulations,)
charges, allowances and practices)
of all common carriers, highway)
carriers and city carriers relating)
to the transportation of fresh or)
green fruits and vegetables and)
related items (commodities for which)
rates are provided in Minimum Rate)
Tariff No. 8).

Case No. 5438
(Order Setting Hearing dated
May 14, 1963)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 66611 entered today in Case No. 5432, the Commission found that the application and enforcement of the minimum rates established and approved by the Commission in Minimum Rate Tariff No. 8 can be further enhanced by the modification of Item No. 220 of said tariff so as to more clearly provide for the limitation of proportional rates to be used with common carrier rates in the construction of minimum through rates, to the minimum rates established by the Commission for transportation performed by city carriers.

It was concluded that, in order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 8 should be amended by separate order; therefore,

IT IS ORDERED that:

1. Minimum Rate Tariff No. 8 (Appendix C of Decision No. 33977, as amended) is further amended by incorporating therein, to become effective February 22, 1964, Second Revised Page 19, which page is attached hereto and by this reference made a part hereof.

2. In all other respects Decision No. 33977, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 14th
day of January, 1964.

Holloman La Beaudelle
President
Edward E. Ditchell
Edward W. Page
George T. Grover
Fredrick B. Halachoff
Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates, except rates of coastwise common carriers by vessel, for the same transportation:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate applies. (See Notes 1 and 2.)</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>NOTE 1.-If the route from point of origin to the team track or established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less, or the minimum rates established by the Commission for transportation within that city by carriers as defined in the City Carriers' Act, whichever are lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be.</p> <p>NOTE 2.-In Applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>

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Change, Decision No.

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EFFECTIVE FEBRUARY 22, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 377